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performance. Men willingly pay high prices to watch trained athletes who, after months of practice, repeat acts which require less skill and less strength than she displayed. It is not reported that Mrs. Gurling is more than a normally healthy, well built woman; yet a man could make a good thing betting ten to one that all the men in his acquaintance, young, middle aged and old, would not or could not duplicate her athletic achievement.

We heartily second Mrs. Gurling's nomination for the Carnegie Hero Medal; but medal or no medal, Mrs. Gurling has earned and received her reward. She saved her child. What higher recompense does any mother ask?

Sense.
THE NEW YORK HERALD has had much to say about the necessity of applying common sense to the railroad problem or suffering the alternative of a smashup of the American transportation system and the American business institution. It welcomes the opportunity and relishes the duty to spread before the public other observations and remarks on this great question, with its truths as piercing as sunshine and its principles as limpid as mountain air yet with so many minds closed to the light.

In a series on "American National Economics" a booklet by EDGAR GERNBACH, reflecting lucidity and radiating sense, goes straight to the heart of the freight rate situation:

"It is drumming markets, throwing thousands out of work, imposing an unbreakable bar on enterprise, streaking sidetracks in the country and machinery in industries with rust. It has dealt a severe blow at our foremost national activity—agriculture—and our railroads are counting the measure of the recoil in miles of empty box cars.

"To start with, we will have to put more flexibility into the Interstate Commerce law and the hundreds of rulings of dozens of commissions, rate committees, etc., around the country.

"We will have to place railroad service on a merchandising basis and provide opportunity for the great American art of salesmanship and creative effort.

"To-day railroad service is not on a commercial basis, and the changing complexion of conditions, the opportunities and factors that every banker, merchant and industrial manager uses daily in his calculations and adjustments, are totally denied to our railroad friends.

"The railroad executive has had left to him apparently one sole condition—that is to meet his payroll, whatever it is. And he has tried to meet it by a succession of rate increases that now prohibit traffic and block the very sources of the earnings he counted upon."

First comes the stoppage of railroad traffic by oppressive rates, then on its heels the throttling of production:

"The present freight rates have a tendency to localize traffic and reduce the average of hauls. To a greater or lesser degree present freight rates will isolate many commodity movements.

"With an unmovable surplus here, a want unfilled there, with great industrial centers encircled by a freight wall, how are we going successfully to compete in the world's markets against the vast industrial establishments of foreign countries?

"What will happen if hundreds of famous industries, developed to great size and efficiency by freedom of widespread national distribution, are forced by the present situation to curtail and split up their activities?"

A bushel of wheat will move the long thousands of miles from Argentina, in South America, to our own Atlantic seaboard under a light ocean freight rate charge of 10 cents. But a bushel of wheat must move the few hundred miles from Missouri River points to our same Atlantic seaboard under a crushing freight charge of 30 cents. The process to American commerce, when no sense governs it, is death. The author shows how and why:

"The thing that is needed in the freight rate situation is that in the main rates should bear a relation to the market value of the commodity.

"A ton of shoes is worth nominally \$4.00, a ton of corn \$3.00; a ton of shoes is 2 per cent of the value; \$5 a ton freight on corn is 25 per cent of the market value.

"When corn is high a high freight rate is not unduly burdensome, but some measure of flexibility is needed, so that the same freight rate charged on \$1.00 corn is not assessed against the farmer on his 50 cent corn.

"But in depressed conditions, with half of Europe starving, it wouldn't seem improper to consider the proposition as a merchandising problem. The situation presents a great opportunity for a railroad executive with commercial powers. Suppose he would announce publicly to all shippers on his line, and good for sixty days, a special export rate on corn that would represent a fair ratio to the going market value of the corn.

"A mixed situation would be instantly crystallized; the foreign purchasing commissions would surely seize the opportunity; it would clear out country elevators, release frozen credit and turn the wheels under a lot of idle cars.

"The expedient of a 'special sale,' coupled with advertising, is one of the fundamental practices of the most successful merchandising houses and industries in the country.

"The railroad executive should be in shape to carry out the same sort of commercial enterprise and spirit.

It would help out his density of traffic. In industry we welcome nothing more than quantity production even at narrow price margins. It reduces overhead ratios."

Might this not disturb some easy-going fellow comfortably dozing in his armchair? Undoubtedly:

"To be sure, such action would develop a lot of kicks. Other railroads wouldn't see the sense of it, and some individuals, with port stocks, would howl, but the general considerations and the good of the country as a whole would determine the value of the action, and I would write my Congressman to please change his laws so that we could do this sort of business, and to change them for the good of the people as a whole."

Take another concrete example: "I once had to do with the making of a freight rate on manure. It accumulated in great quantities at the Kansas City stock yards. And empty stock and coal cars were moving out of Kansas City.

"I didn't try to figure out the exact percentage a car of manure had to earn to pay its proportion of the office rent in New York. It was determined that at \$12 a car a lot of orchard and small fruit farmers could and would buy it. And under this rate hundreds of cars moved. A thin agricultural country was properly fertilized. In three years the results were tangible and gratifying. Thousands of dollars of added fruit and agricultural products were shipped out.

"We probably lost money on the manure traffic. We about broke even on the fruit. But on the inbound merchandise, purchased with crop money, it was a different story. Carloads of high priced goods, sewing machines, automobiles, dry goods, etc.—and new red barns and new farm bungalows going up every time we passed through that section.

"We had complained about it, of course. The coal going back to Kansas City was charged \$60 per car. One coal man complained that if \$12 was a proper rate on manure it was unfair to charge \$60 for coal for the same distance.

"You will always have that sort of people to contend with, and the worst of it is that cranks and selfish hyponoses often get far more consideration in the making of laws than the man who tends to his business and saws wood."

This hard shell proposition is up to the railroad executives who operate the roads, up to the Interstate Commerce Commission which regulates the rates, up to the Congress members who make the laws that govern the rate makers and up to the American people who foot the bills:

"We want railroad systems that are adequate and thoroughly equipped. We earnestly desire prosperous transportation conditions. And the railroads must have revenue to accomplish these ends.

"But we insist that they recognize to their activities and their rates are inseparably interwoven into the whole commercial fabric.

"They cannot stand apart, print a tariff, stick in a lot of 'paper' rates, raise them on arbitrary percentages, and then act as a collection agency toward the rest of the business community.

"If they want revenue they ought to get it, just as all of us get our sales—create it, and merchandise their traffic for what it will bear, and with regard in their calculations for what it will not bear."

The general railroad traffic of the United States, in the opinion of THE NEW YORK HERALD, could move freely, buoyantly and to the business activity and economic welfare of the country under a total national freight bill of some three and a half billions of dollars a year. It might carry on under a total freight bill of three and three-quarter billions of dollars. It might struggle through on some four billions of dollars. But the railroad wage charges alone have been running at the rate of all that—up from \$1,700,000,000 in 1917 to approximately four billions of dollars a year! Just wages! And there are still left all the interest to be paid on the debts, all the taxes to be paid, all the equipment to be bought and maintained, all the supplies to be bought—all that before there comes a chance for a return on the invested capital!

There is nothing to do but to cut war time railroad wages so that traffic rates may be cut. Then there is nothing to do but to cut and readjust traffic rates so that crops may grow and be distributed, mill, forest and mine production may come forth and be distributed—all wealth be created and distributed. For what mankind does not create—and in this wide stretched land of vast and complex natural forces distribution is a big if not the major part of creation—mankind shall not have.

Capital and labor, Government and the country must face the truth, and act on the truth, hearkening to words like those from Roscoe Pound, dean of the Harvard Law School:

"Lawyers seem curiously reluctant to admit that a great part of the administration of justice and of application of standards, whether by courts or administrative commissions, is the application of trained intuition and common sense to problems that do not admit of mechanical logical solution. Lawyers, with whom I talk about this, seem to think that I am undermining the whole legal fabric when I simply call their attention to what actually happens and refuse to be deceived by words."

real harm is done by doctrinaire attempts to realize the illusion of certainty through mechanical logic, not by looking facts in the face and trying to give a rational explanation of them."

Sense!

Close of the Opera Season.

A few seasons ago the Metropolitan Opera organization showed that it could drop the classics of one language. In another winter it proved that it could go along when war made all diversion a business hazard. In the season that closes this week the Metropolitan went even further. It demonstrated that it was not dependent, to the extent that had been popularly supposed, upon individuals or even upon groups.

Of course it will be a sad day for New York when Caruso has sung his last song. He and the Metropolitan are coupled in public thought. But the opera company was able to do so wonderfully well as it did after the Neapolitan was stricken, early in the season. Is proof of the solidity of Mr. Gatti-Casazza's great organization. It weathered a winter about as artistically misfortunate as could be imagined. Caruso was not the only victim. Three other Metropolitan tenors were badly affected by illness. Two usually fine baritones were in poor condition at least half the season. Two of the most popular of the woman stars were not themselves vocally.

The afflicted artists may be consoled with, but the company as a whole comes in for congratulation because of its accomplishments under severe handicaps.

Baby Chicks and Ducklings.
Spring days are bringing delight to the young of the land who have a chance to observe the ways of baby chicks and ducklings. The antics of the foster mother hen when her brood of ducklings take to the water always bring a flow of questions which furnish an opportunity for a first lesson in natural history. Another mystery of which explanation is demanded is the method the hatching hen employs in turning over the eggs entrusted to her care. Still another characteristic that calls for enlightenment is the duckling's use of water in washing down its food, which is mixed with sand to aid the processes of digestion, for unlike other fowl the duck has no gizzard.

There is nothing in the way of food in the early stages of their growth that is relished by ducklings and chicks more than a mixture composed of Johnny cake—that good, old fashioned cornmeal product—hard boiled eggs, plain head oatmeal and stale bread crumbs. Later the poultry specialists of the Department of Agriculture favor for chicks which have no free range a supply of green feed, such as lettuce leaves, together with a mash composed of two parts of bran, two parts of middlings, one part of cornmeal and a small portion of sifted meat scrap. Milk, either sweet or sour, is beneficial and a welcome adjunct to the young chick's food supply. There should always be hoppers containing grit, oyster shells and charcoal, and it is a good thing occasionally to supply a thick sod of grass if the run is indoors, but the ideal plan is to let the chicks outside as soon as the weather permits.

The returns from poultry are not measured in dollars and cents alone, nor are they to be gauged by the pleasures of the table. There are enthusiasts who say their eggs and chickens often cost twice the price in the open market and who find themselves repaid through their children or grandchildren, to whom the baby chicks are a source of keen amusement and instruction.

A total eclipse of the moon will begin at 11:57 o'clock to-night. As there is no total eclipse charge few persons will attend.

In the newspaper list of golf professionals who will go overseas to play in the British open championship tournament, McClellan is assigned to Columbia Country Club, "Washington, D. C."

As there is a fair prospect for some American entrant to capture the most coveted professional trophy it is well to have all the relevant data straight.

Columbia Country Club is in Chevy Chase, Montgomery county, Maryland, a suburb of Washington conveniently reached by District trolley cars upon payment of an extra fare at the District line, or, for a member of the House, by borrowing Speaker GALETT's automobile.

Some psychoanalysis must be undertaken to explain the success of four bandits in robbing thirty craps shooters, fourteen of whom carried pistols. The robbers were presumably armed to resist just such an invasion, yet upon demand to do so all docilely threw up their hands, turned faces to a wall and unresistingly yielded money, watches, jewelry and pistols! Was this because the bandits were masked? Gamblers are childishly superstitious, and a mask is a fearsome thing to a child.

Baseball managers will keep an eye on Policeman GLANSEN, who, under heavy racking and beating, accepted three chances without an error when he caught in succession three babies thrown to him by a mother out of a third story window of a Maing tenement building.

In a little appropriation bill covering House expenses is an item for forty-two pages "including two riding pages." The language stands unchanged since the years when there were pages in Congress for whom ponies were provided that they might gallop down the muddy stretches of Pennsylvania avenue to call for absent members. One who was then a page later became a United States Senator, and if he were absent, and his presence desired, a riding page called him by telephone.

Planked.
The Shad-knocking wad doesn't seem to ward off bad luck at all.

Luck.
Three Instances of Unexpected Good Fortune.

TO THE NEW YORK HERALD: It is true that an individual's luck is what he himself makes it how do you explain the following incidents which have come to my personal knowledge?

Just prior to the four trucking of the New York and New Haven Railroad a young business man was advised by his physician to take his little family to the country for reasons of health, and he bought a farm near Mount Vernon for \$6,000.

After paying \$2,000 down the purchaser, concluding he had made a mistake, and not wishing to annul the deal, even agreeing to forfeit the \$2,000. His offer declined, he was obliged to take possession. Not many years later one-half of this farm was sold for \$150,000, he still retaining one-half.

Incident No. 2: In a certain street in New York City a man in a suit and a fine line of business, in less than a year the lessee of the building adjoining, wishing to enlarge their store, paid the small shopkeeper \$50,000 for his lease—more than the little shop could have gathered in during the entire life of the lease.

Incident No. 3: A couple of New York boys wandered out to Arizona, where they chanced upon an apparently abandoned mine. The property was owned by Boston men and several hundred thousand dollars had been sunk in its development with no results. The boys bought it for \$15,000, and seven or eight months later were taking out \$25,000 a month.

Doubtless many of your readers could relate incidents of like nature. Certainly one must incline to the views of "Strutius," who believes in an occult influence in the affairs of men or something of the kind. F. M. D.

New York, April 20.

Gold Imports.
An Apparent Exception to the Usual Course of Trade.

TO THE NEW YORK HERALD: In a recent editorial article on the present influx of gold you call attention to the curious fact that this movement did not stimulate international trade or stave off business depression.

Well, why didn't it do either of these things? In 1919 we what they have exported nearly \$200,000,000 more gold than we imported business in general was fairly good, but when the tide turned in the middle of 1920 and we began to import huge quantities of the metal then business started downward. Since January 1 we have taken about \$150,000,000 gold from abroad, but business has not been improving.

Is not this situation contrary to all former precedents? Has it not always been an axiom that any increase of gold meant an increase of business prosperity? Has it not also been an axiom that any decrease in gold meant business depression, with occasional panics? What is the explanation of this paradoxical situation?

Secretary Hoover has started in to gather data and figures of trade and manufactures in foreign countries so that our people may know what they have to compete with. The plan is a good one. But here is a problem in the gold movement and its effect on business which is of the highest importance and deserves all the attention that Mr. Hoover can give to it. W. H. ALLEN.

BROOKLYN, April 20.

Wool Freight Rates.
Clothing Prices and the Requirements of the Railroads.

TO THE NEW YORK HERALD: It seems to me that your editorial article "Wool Freight Rates Prohibitive" is illogical. Is it not true that when the public has worn out its old clothes and is through protesting about the abnormal prices and profiteering there will be an imperative demand for wool products? Do you think this demand will go unsatisfied with wool advanced even to 50 or 60 cents a pound, which would admit of clothes at a fair price?

The difference between the present price of 19 cents a pound and a fair price of from 40 to 50 or 60 cents a pound makes possible a large advance to the grower, and under fair and normal conditions the four cent freight rates would be lost in the shuffle, and by no possibility be prohibitive in marketing wool. Is it not obviously wrong to expect freight rates to be modified to meet a subnormal price of any product caused by a buying strike of the public that will soon be over?

Of the most important matters for the welfare of this country is efficient transportation at as low rates as will hold money in railroad investment which will yield steady, reliable and fair compensation. It seems to me that this condition must be brought about, and then only will it be in order to consider reduced rates.

GEORGE F. SHEPARD.
DAYTONA BEACH, Fla., April 16.

Health and Pulse Helped.
Advantages of Walkup Apartments Over Those With Elevators.

TO THE NEW YORK HERALD: When I was called to New York some months ago I found it very hard to get suitable living quarters. I finally solved the riddle by locating in a walkup where I found all the comforts—minus the elevator—at a very moderate price.

It occurs to me that if people will walk upstairs they will have more for their money than otherwise. I have several friends who have leases of beautiful apartments in walkups and who tell me that having more room than they required for their small families they tried to rent out a room or two, but they could find nobody willing to walk up. I found the exercise of walking up good for me physically.

One can get very good accommodations indeed if one will forego the luxury of an elevator and at less than one-half the expense. In the matter of health and economy the walkup apartment is far better than an elevator apartment.

THOMAS F. HATHAWAY.
COS COR, Conn., April 20.

How He Looked.
From the Kansas City Star.
"What sort of an appearing man is he?"
"Little, dried up fellow," replied the stout Missourian, "that looks like he always sits at the second table."

The Spring Idyl.
Lad and lass down leafy lanes
Go glimmering—
Paint the lily, add the gold,
What need of Spring has Spring?

Giulio Crimi in 'Andrea Chenier'
Replaces Mr. Gigli, Who is Ill, in Final Performance

This Season of Giordano's Opera.

The final performance of Giordano's "Andrea Chenier" for the present season took place at the Metropolitan Opera House last evening. Beniamino Gigli, who had recently been suffering from a cold, was not sufficiently recovered to sing and his place had once more to be taken by Giulio Crimi. It is to be hoped that Mr. Gigli will not prove to be one of those singers who are unable to endure the caprices of this climate. The present spring has been especially trying to delicate vocal organisms, and perhaps next year the weather conditions may not be so unfavorable. Mr. Gigli's substitute last evening was also in vocal difficulties and sometimes seemed to be on the verge of disaster.

The cast, except in respect of the title role, was the same as heretofore. Mme. Muslo as Madeleine, Miss Daloz as Berni, Miss Howard as the Countess, and Mr. Daines as Georzi, were the principal players. But Mr. Crimi's delightful sketch of the "Incorrigible" was again one of the salient impressions of the evening. The audience was one of the largest that have been seen in the Metropolitan since the season began.

Mrs. Gambrell's guests were Mrs. James Russell Foley and Mr. and Mrs. J. A. Clark. With Mrs. Arthur B. Twombly in box 17 were Dr. and Mrs. Norman E. Dimes, Mr. Charles W. Cooper, Mr. George Ledlie and Mr. George E. Dadd.

Mr. and Mrs. David Wagstaff were in box 24 with Mr. and Mrs. Robert Walton Goodell. The guests of Mr. E. Francis Hyde in box 32 were Baron Rosen, one of the Russian Minister to Washington; Mr. Henry J. Burchell and Miss Mary Burchell.

Mr. and Mrs. Theron R. Strong, Mrs. Caspar Crownshield, Miss Martha Coster, Mr. Percy Bramwell and Mr. Stanley Jones in box 23.

\$32,491 for Rare Books.
The initial session yesterday afternoon at the American Art Galleries in the sale of British and American authors, including the private libraries of Trowbridge Hall and Miss Eleanor Fitzgibbon, and the Baxter collection of Thackeray letters, totaled \$116,794. "A Catalogue of the Engraved Works of Richard Coesway" by R. P. Daniels, with a memoir of Coesway by Sir Philip Currie, the whole in four volumes, extra-illustrated, brought the highest price of the day, \$3,400, from W. H. Allen.

An original autograph manuscript by Daniel De Foe, consisting of 192 pages of sermons and verse, sold to Gabriel Wells for \$2,500. Askenwald & Sons paid \$739 for volumes of the "Annals of Sporting and Fancy Gazette," London 1822-28, and \$520 for the first edition of Nimrod's "The Life of a Sportsman's Club" by Henry Alken. The original unpublished manuscript of an autobiography by Mark Twain, 14 pages in all, was purchased by William Field for \$210. Wm. H. Hill gave \$410 for an extra-illustrated copy of "The Life of George Washington."

A Shining Mark.
My wardrobe's great in every way
And you'd regard it wonderingly—
Not foppish, mind you, or outré,
But everything as it should be.
I rig out in the height of form,
From stylish hat to perfect shoe,
And take the ladies' hearts by storm
Because I am so fine to view.

Not that a fortune I possess
And spend a lot to deck me out;
Not that I'm overfond of dress
And happy to be taken for a dandy;
But that my job—you may deplore
Life's so prosaic incidents—
Is serving as a model for
A clothier's advertisements!
NATHAN M. LEVY.

Railroad Wages.
Leaders of Union Labor Pursuing a Mistaken Policy.

TO THE NEW YORK HERALD: All right minded people, business men and all kinds, desire that our workmen shall be paid good wages, for that brings contentment and happiness in the home, which is the genesis of happiness and prosperity in the nation. But there is a misnomer about some of these workingmen's leaders who would have us believe that they are in the service of the public, but in reality they are in the service of their own pockets. They are not in the service of the public, but in the service of their own pockets. They are not in the service of the public, but in the service of their own pockets.

According to the Federal Bureau of Labor Statistics the fall in the wholesale prices for living has been more than 35 per cent. The Federal Reserve Bank of New York makes the fall 24 per cent. The Bradstreet's Index puts it at about 45 per cent. Yet the proposition of the railroads to the Railroad Labor Board at Chicago for a reduction in wages at the very highest calls for only a drop of 22 per cent, and this would leave, according to the official and best figures, an increase to the railroad workmen over those of pre-war times of from 50 to 100 per cent in wages. This is absolutely the copper riveter's fact.

Vice-president Bryce in his latest and valuable work declares that public opinion governs the United States. That is quite true. With respect to this let me say that the labor leaders do not seem to be actuated by wisdom, for I know positively—I repeat I know it to be an absolute fact—that the majority of railroad union labor men who are